

1. First, INSURV does not inspect the PMS program, however findings from INSURV inspectors and FTSC technician's assessments reveal the overall health of your ship's program. We inspect IAW PMS, CSOSS, Tech Manuals, SAFECEN reference, COLREGS, NSTM and GSO standards. All equipment checks/demonstrations should be performed IAW latest PMS/operational procedures on hand.

NAV inspectors are often asked about an INSURV checklist. **"The best checklist is a well prepared and executed PMS deck" and adherence to equipment operation or demonstration procedures.** Recommend doing pre-arrival Ships Force self-assessments of your gear and technicians ability to follow in hand procedures. Ships that aggressively self assess have fewer problems.

Also ships that have robust zone inspection programs established IAW the CNSF Instruction 3120.1 checklist tend to do better during space inspections. **Space cleanliness is paramount to getting off on a good foot** and making a great first impression for the INSURV team and FTSC inspectors. **Deep cleaning is certainly encouraged beyond the daily light sweepers.** Use flashlights to help you look behind and under things. Inspectors wear coveralls for a reason and do not mind getting their hands dirty. Also please review our web page. It has lots of good info. <http://www.nosc.mil/fleet/insurv/>

2. Included in the Guide for the Navigator is a check sheet we'll use (and you should be using too) with the QM/SM teams to self assess NAV Dept. All Bridge/Signal equipment is fair game including BTB radios. Inoperative NAV lighting is a big deal. Engage the ELECO early not the EM3/EM2. ELECO and the EMC need to be aware now that Telltale NAV lighting (ie; Port/Stbd running lights, Fwd/Aft Masthead lights and Stern Light) must be operational per COLREGS. The Telltale Panel must pass PMS and have no grounded lighting circuitry as verified by our EL inspectors. Only at this point can the NAV inspector check NAV lighting. Be on top of the Rudder Order Angle Indicators and the Rudder Angle Indicators readings IRT Steering Checks. The specs are on the attached word document: Equipment Required for Safe Navigation. Notify CHENG/AUXO if actual bridge angle indicator readings are out of spec.

Overall, for any deficiencies you document, work aggressively with the cognizant Divo or outside activity to get them corrected. For any items deficient at our arrival, be sure they are well documented. Also included is an Equipment Required for Safe Navigation (Underway Restrictive) list with references and our INSURV inst 4730.1D. Any failure of any of these listed items is serious from your viewpoint. You do not own some of these items from a maintenance standpoint but you are a user of many of them. Bulbs out, knobs loose, screws missing, labels missing and so forth are fair game to document and correct during your space inspections. Read applicable sections of 4730.1D. During space walkthrough inspections, we're looking at storage, cleanliness, preservation and material condition.

3. NAV/LCPO/LPO should climb the mast to look at the condition of NAV lighting fixtures, lanyards, attaching hooks/hardware, platform nonskid, climber safety rails, ladders, antenna cutout switches condition and labeling and life rails/ropes. Some of these items do not belong to you but problems noted by you folks should be brought to the attention of the EMO/COMMO. Hopefully they are already aware of particular mast concerns that fall under their cognizance. Don't forget to set aside two "safety sleeves" and harnesses which we'll be using for the aloft day. Please contact us for any questions.

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